Amendments to the Specification:

Please amend the specification as follows

Page 3, first full paragraph (lines 19-32)

A further aspect of the present invention resides in an engine deceleration control system for an internal combustion engine which comprises deceleration detecting means for detecting a deceleration of the engine on the basis of an engine speed of the engine, air quantity correcting means for correcting an air quantity supplied to the engine on the basis of the deceleration when the engine is decelerated, correction prohibiting means for prohibiting the correction of the air quantity during a predetermined time period from a moment that an accelerator is ~~pun~~ put in an Off state, and correction-prohibiting canceling means for canceling the correction prohibition when a braking operation is executed.

Page 7, second full paragraph (lines 7-18)

ECU 4 mainly sets an accelerator demand air quantity (airflow rate) QAPO on the basis of accelerator opening APO and engine speed Ne. Subsequently, ECU 4 determines a final target air quantity TQ by adding an idling air quantity QISC for idling and deceleration to accelerator demand air quantity QAPO (TQ=QAPO+QISC). ECU 4 converts final target air quantity TQ into a target throttle opening and controls electromotive throttle valve 3 according to the target throttle opening. In this embodiment, idling air quantity QISC is set using the following expression (1).

$$QISC=QISCTW+QISCI+\cdots+\text{~~W~~}QISCDEC \qquad \text{---(1)}$$

Page 7, third full paragraph (lines 19-23)

That is, basic idling air quantity QISCTW is determined by referring to a table, which has previously defined a relationship between basic idling air quantity QISCTW ~~according~~ and engine cooling water temperature ~~TW~~ Tw using actual water temperature Tw.

Page 11, first full paragraph (lines 3-7)

At step S21 ECU 4 calculates idling air quantity QISC by adding deceleration correction air quantity QISCDEC together with ~~basis~~ basic idling air quantity QISCTW and feedback air quantity ~~ISCE~~ QISCI using the expression (1).

Pages 12, last paragraph (lines 20-32) continuing on page 13 (lines 1-13)

At step S32 ECU 4 determines whether or not the lockup clutch was disengaged just or within a second predetermined time period, that is, whether a time period elapsed from a moment of disengaging the lockup clutch is within the second predetermined time period. This disengagement of the lockup clutch is detected on the basis of a change of the lockup flag. The second predetermined time period is basically determined from a longer time of a time period necessary for disengaging the lockup clutch and a time period necessary for dropping engine speed Ne varied by disengaging the lockup clutch. This second predetermined time period is set in order to prevent an erroneous determination that a drop of engine speed Ne due to the disengagement of the lockup clutch is recognized as a radical deceleration. Accordingly, the second predetermined time period is determined upon taking account of a vehicle type, a time period necessary for disengaging the lockup clutch, and the characteristic of engine including a durability, against engine stall. As is similar to step ~~S33~~ S31, the second predetermined time period is set at 1 second when the vehicle equipped with the system according to the present invention is a pickup truck which is 2600 kg weight and is equipped with a 5.6-liter engine and a 5-speed automatic transmission. When the determination at step S32 is negative, the routine proceeds to step S33